

ORIG: JAMES A. CUNNINGHAM  
UNIT: DAD/OSA  
EXT:   
DATE: 15 JUNE 1964

**SECRET**

TACKLE  
ROUTING

1	DAD	9	SD
2	DAD/OSA	10	MD
3	DAD	11	RB
4	DAD	12	DAD
5	Exo	13	CPS
6	Tden	14	PC-1
7	SAC	15	DCL
8	S&S	16	

TO:   
FROM: DIRECTOR

CONF:

INFO: OSA 1-15 *Int*

11947  
25X1

TO	PRIORITY	<input type="text"/>	INFO	<input type="text"/>	CITE	<input type="text"/>
REF:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
FOR	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

1. RE PARA 2 REF, AGREE THAT OUR IMAGE AS PLANFUL AND CO-ORDINATED ORGANIZATION HAS SUFFERED SOMEWHAT WITHIN RECENT WEEK WISH TO ASSURE  HOWEVER, THAT THIS IS A REFLECTION OF CERTA EVENTS IN WASHINGTON OVER WHICH WE HAVE LITTLE OR NO CONTROL VIS-A-VIS THE RELATIVE POLITICAL IMPORTANCE OF FAST MOVING EVENTS IN SOUTHEAST ASIA. WHEN THIS IS COUPLED TO OUR OWN PRESENTLY  25X1

IN COMPLETED INVESTIGATION OF THE FLAME OUT PHENOMENON

YOU HAVE WHAT APPEARS TO THE OUTSIDER AS ORGANIZED CHAOS.

2. RE PARA 3 REF, AND AS NOTED IN EARLIER MESSAGE TO  25X1

MISGIVINGS  REGARDING OPERATION SLIPPING OUT OF  CONTROL BY VIRTUE  STAGING ARE ESSENTIALLY GROUNDLES

IF WE ARE ABLE WE INTEND TO INTERSPERSE TEST CLIMB AND ENGINE

COORDINATING OFFICERS

**SECRET**

RELEASING OFFICER

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

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CLASSIFIED MESSAGE

ROUTING

ORIG :  
UNIT :  
EXT :  
DATE :

S E C R E T

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7		15	
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ACCOMMODATION	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :  
FROM :  
CONF :  
INFO :

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1194785

TO

INFO

CITE

BEHAVIOUR INVESTIGATIONS INTO AIR ACTIVITY ON-GOING AT [ ] FOLLOWING  
ING ARRIVAL 362 AND [ ] PARTY AT THAT LOCATION. THIS  
SHOULD IN PART PERMIT US TO FULFILL OUR PROPOSAL NOTED PARA 2. B.  
REF.

3. WHILE HQS HAS NOT CONCLUDED THAT CLIMATOLOGY OVER [ ]  
IS ENTIRE EXPLANATION FOR FLAME OUTS THERE IS A LINGERING SUSPICION  
THAT IT MAY BE A MEANINGFUL INGREDIENT IN THE ENTIRE INTERFACE  
BETWEEN [ ] AIRCRAFT AND ENVIRONMENT. CERTAINLY THE DECIDEDLY  
LOWER TEMPERATURE READINGS AT CERTAIN COMPARABLE ALTITUDES OVER  
[ ] REPRESENT A CONDITION THIS AIRCRAFT HAS NOT KNOWINGLY EN-  
COUNTERED SINCE ITS INTRODUCTION AS A TYPE IN 1958. WHEN THESE LOWE  
TEMPERATURES ARE COMBINED WITH [ ] WIND SHEAR, AND IF THERE IS  
PRESENT THROUGH THE TROPOPAUSE ANY UNUSUAL DEGREE OF SUPER-  
COOLED AIR, CLIMATOLOGY MIGHT IN FACT HOLD THE ANSWER. ACCORDING  
TO THE METEOROLOGISTS THIS PARTICULAR CONDITION MODERATES WITHIN

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ROUTING			
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APPROPRIATE ROOM	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

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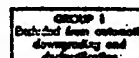
TO INFO 25X1 CITE

SEVERAL HUNDRED MILES SOUTH OF [ ] SO THAT ON PENETRATIONS ~~WEST~~ <sup>SHOULD BE</sup> WEST OF HAINAN THIS FACTOR ~~IS~~ MINIMAL. BASIC PROBLEM IS THAT INVESTIGATION OF FLAME OUT PROBLEM WILL HAVE TO BE SOLVED AS IS A COMPLICATED DETECTIVE STORY BY ELIMINATING ONE VARIABLE AFTER 25X1 THE OTHER. AS YOU KNOW A PART OF ONE OF [ ] EDWARDS- 25X1 IT BASED MAINTENANCE TEAMS IS NOW AT [ ] AND/SHOULD BE NOTED THAT AT ONE JUNCTURE HQS DID CONSIDER AN ENTIRE MAINTENANCE TEAM ~~AND~~ TO THERE ~~WILL BE~~ BE OF WHATEVER ASSISTANCE POSSIBLE IN SOLVING THE PROBLEM.

4. RE PARA 4 REF, HQS BEST BET PRESENT COURSE <sup>IS</sup> ~~TO~~ TO STICK WITH 358 AND 359 AT [ ] AND MOVE 362 TO [ ] 348 IS COMMITTED TO TAIL 25X1 PIPE INVESTIGATION IN CALIFORNIA AND WILL PROBABLY BE SO INVOLVED FOR SEVERAL MORE WEEKS. REASON FOR REQUIREMENT <sup>MAINTAIN</sup> ~~REQUIRE~~ ~~OPS~~ CAPABILITY [ ] STEMS FROM SPECIAL GROUP INJUNCTION REQUIRING 25X1 CONSIDERATION OF CENTRAL/NORTH CHINA AND NORTH KOREA MISSIONS IN COORDINATING OFFICERS

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PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :  
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TO

INFO

CITE

EVENT PROLONGED BAD WEATHER PRECLUDES TEMPORARY COVERAGE  
SOUTH CHINA. AT SOME POINT IN ☐ THIS EXERCISE IT MAY BE PRODUCTIVE  
TO FLY EITHER 358 OR 359 TO ☐ FOR TEST FLIGHTS. AT THE MOMENT  
OUR PACING PROBLEM IS AVAILABILITY OF ☐ PILOTS FOR OVERFLIGHT  
MISSIONS SINCE SPECIAL GROUP WOULD NOT HEAR OF ☐ PILOTS  
OVER SOUTH CHINA AT THIS TIME, ☐

5. TRUST ☐ WILL ENDEAVOR TO EXPLAIN TO ☐ THAT HQS  
IS ATTEMPTING TO RESOLVE THE CONFLICTING REQUIREMENTS AND  
MECHANICAL PROBLEMS AS RAPIDLY AS POSSIBLE WITH VIEW TO RESUMING  
FULL SCALE OPERATIONS FROM ☐ AT EARLIEST PRACTICABLE  
MOMENT.

6. QUERY DATE CITED PARA 1. REF.

END OF MESSAGE

JAMES A. CUNNINGHAM, JR.  
DAD/OSA

COORDINATING OFFICERS

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